

Unsteady Fluid Dynamic Loads

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This paper was received as a PowerPoint presentation without supporting text.

SYMPOSIA DISCUSSION

REFERENCE AND/OR TITLE OF THE PAPER: Keynote Address #1

DISCUSSOR'S NAME: C. Ciray

AUTHOR'S NAME: P. Genalis

QUESTION:

Can you elaborate on ship based heavy lift aircraft? Should the aircraft carrier be much bigger than the present ones?

AUTHOR'S REPLY:

No – C-120 size aircraft carriers, about 1000 foot deck, but need to eliminate carrier island.

Genalis, P. (2005) Unsteady Fluid Dynamic Loads. In *Flow Induced Unsteady Loads and the Impact on Military Applications* (pp. KN1-1 – KN1-2). Meeting Proceedings RTO-MP-AVT-123, Keynote 1. Neuilly-sur-Seine, France: RTO. Available from: <http://www.rto.nato.int/abstracts.aps>.

Report Documentation Page			Form Approved OMB No. 0704-0188	
<p>Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p>				
1. REPORT DATE 25 APR 2005	2. REPORT TYPE N/A	3. DATES COVERED -		
4. TITLE AND SUBTITLE Unsteady Fluid Dynamic Loads			5a. CONTRACT NUMBER	
			5b. GRANT NUMBER	
			5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)			5d. PROJECT NUMBER	
			5e. TASK NUMBER	
			5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) AT&L Chair Fort Lesley J. McNair Washington, DC 20319-5066 USA			8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)			10. SPONSOR/MONITOR'S ACRONYM(S)	
			11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited				
13. SUPPLEMENTARY NOTES See also ADM201978, Flow-Induced Unsteady Loads and the Impact on Military Applications (Charges instables induites par écoulement et impact sur les applications militaires)., The original document contains color images.				
14. ABSTRACT				
15. SUBJECT TERMS				
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU	18. NUMBER OF PAGES 14
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified		

UNCLASSIFIED/UNLIMITED

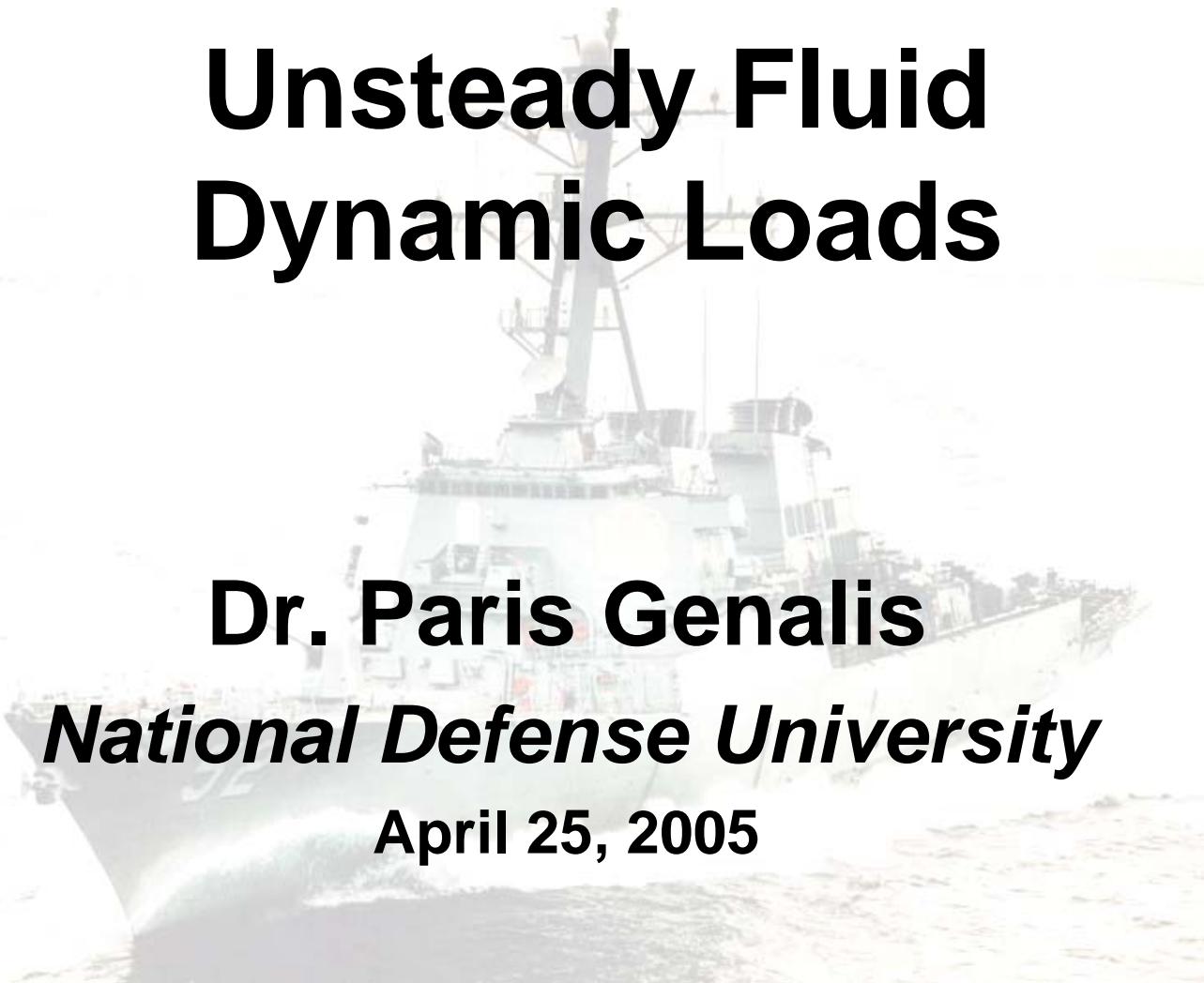


Unsteady Fluid Dynamic Loads



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Unsteady Fluid Dynamic Loads

A black and white photograph of a large naval or cargo ship sailing through choppy, greyish-blue ocean waves. The ship's superstructure, including masts and various deck equipment, is visible against a bright sky.

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April 25, 2005

Unsteady Fluid Dynamic Loads

Objective

- To provide a perspective on the overall strength of research, development and design capabilities that currently exist in the U.S. regarding Naval Architecture
 - and how the impact of the work each of you is doing in unsteady load prediction influences those capabilities

Influencing Factors

- Academic Stream of Input
- Commercial Environment
- Security Environment

Academic Stream of Input

- INFO – NANO – BIO
 - Great emphasis at notable U.S. universities
 - Promise of actively fermenting research
 - Attracts talent (students, faculty researchers) based on excitement, growth, funding, and promise of high salaries
- Little emphasis placed on “MACRO”

Academic Stream of Input

- **MACRO**
 - Where all “Info – Nano – Bio” find application
 - Defense and commerce still rely on platforms
 - they have shapes, motion, structure of modern materials, operate in an environment that imposes loads
 - Very challenging problems
 - Require all capability developed in these other disciplines, and then some
 - Challenge other disciplines with new problem formulation and ways to look at problems
- **Every bit as exciting**

Academic Stream of Input

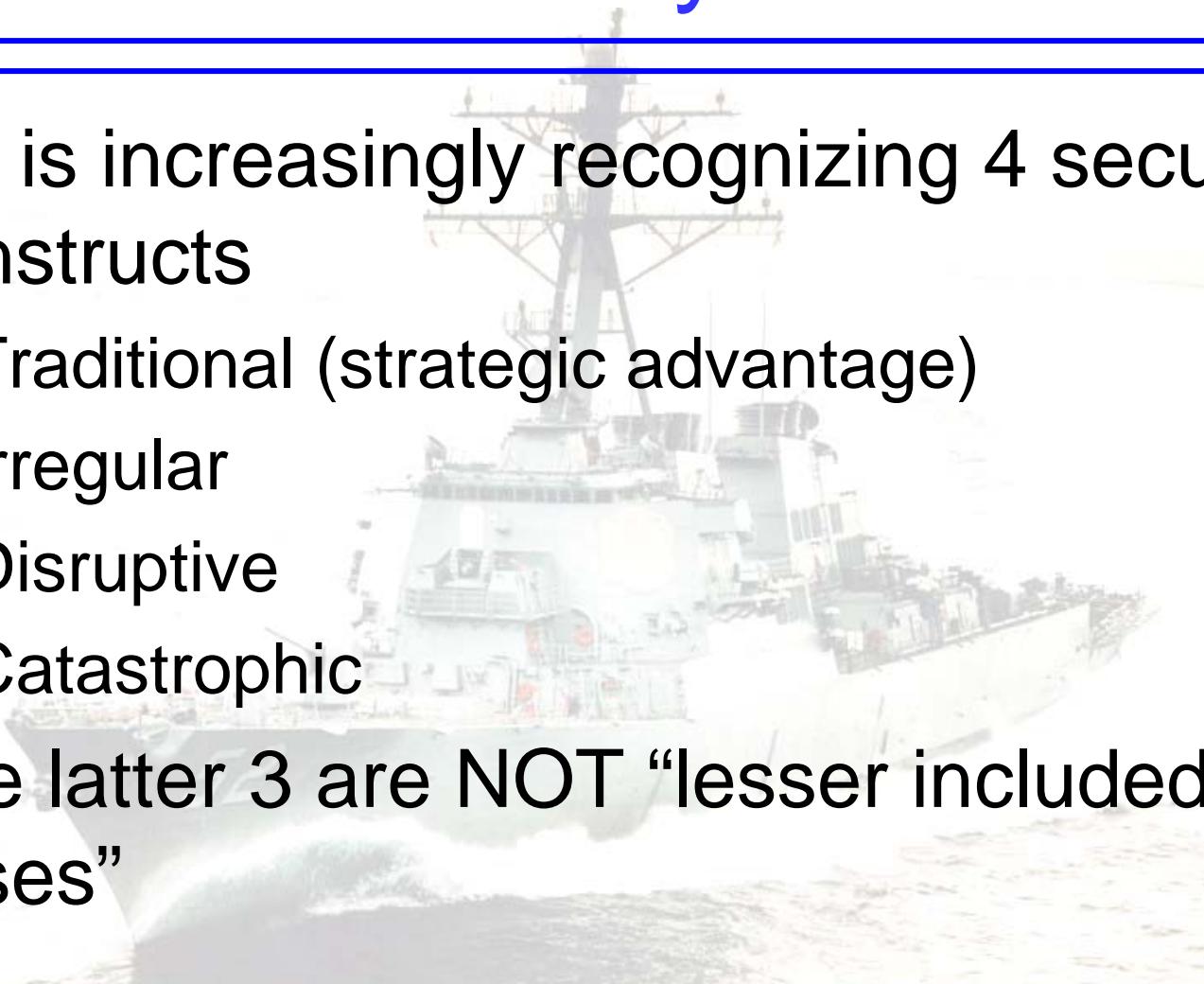
- MACRO
 - BUT WE HAVE NOT DONE A GOOD JOB OF CONVEYING THIS FACT TO PEOPLE OUTSIDE OUR COMMUNITY
 - Guilty of drifting to the abstract and away from the realities of design
 - Decoupling from the customer never pays off.
 - Need to take remedial action
 - Attract talent – takes effort, time
 - Work with customer – develop design tools

The New Commercial Environment

- U.S. shipbuilding business has not been commercially competitive. (Strong in military ship domain)
- International shipbuilding has seen a boom in fast ship designs – ferries with advanced hull shapes.
 - Usually coastal restrictions apply, somewhat easing the demand for advanced load predictions
- Aircraft business enjoys robust international competition (Boeing and Airbus)
 - Loads come from one fluid – no free surface complications

The New Security Environment

- US is increasingly recognizing 4 security constructs
 - Traditional (strategic advantage)
 - Irregular
 - Disruptive
 - Catastrophic
- The latter 3 are NOT “lesser included cases”



New Security Environment

- Defense Science Board studies
 - Carrier of the future
 - Seabasing
 - Mobility
- Mobility Requirements Study
 - QDR 2005
- All identified need for new aircraft and ships

New Security Environment

- Require new kinds of platforms (in addition to traditional ones)
 - More (cheaper), smaller, faster, netted ships
 - Advanced hull forms (similar to commercial, inspired by...,)
 - Steel may be too heavy
 - Need to be open-ocean capable
 - Finite life vs. economic replacement
 - Load prediction is key
 - Ship-based heavy lift aircraft

The Challenge – Staying close to the customer

- Reliable, accurate load estimates needed for design
- Today – accurate probably means many hours of computing (Navier Stokes solvers necessary); potential flow solutions are quick but not up to task for ship life prediction.
- Always – designers need quick turn around of analysis results; many iterations

The Challenge – ONR Response

- National Naval Responsibility – Naval Engineering program
 - Emphasis on design tools of all kinds - broader than just load prediction
 - Level of sophistication of tools can (must?) be transparent to user (also open to other researchers)
- New program on exploring the limits of numerical power of highly parallel machines in load prediction